

## Central District Mixed-use Building Points of Demonstration

### Project Location

1141 through 1151 Martin Luther King Way. A corner lot approximately 14,000 S.F. at the intersection of two main arterials (MLK and Union) in the Central District of Seattle. The site is currently half vacant with the other half occupied by a 5-unit apartment building. Proposed new construction of 40 units plus commercial.

### Housing Statement and Intent to Build

The Developer intends to use this site for a mixed-use building, which will include 40 rental apartments, and 3,750 S.F. of rental commercial space. The commercial space will be at grade creating a lid for three floors of residential apartments. The aim of the Developer is to cluster 5-7 residential units around shared open spaces/gardens to create small communities within the building. Though the site is currently zoned L-2, the new Central Master Plan shows this property changing to NC2-40.

The 3,750 S.F. of rental commercial space will be subdivided into approximately 10 retail storefronts with 13 related parking spaces.

The 40 rental apartments will consist of:

- 9 2-bedroom units of approx. 840 S.F. Duplex/Townhouse design with 9 related parking spaces.
- 31 "Single Person Homes" (see definition below) 286 to 425 S.F. with 9 related parking spaces.

Targeted populations range from single people eager to have a private living situation at an affordable rent, to couples, families with children, and "empty nesters." Income levels projected for tenants are from 60% to 80% of median with maximum incomes to be no more than 115% of median. If possible, we shall apply for a property tax abatement to assist in buying down the rents to more affordable levels.

## Affordability Features

A key feature is the creation of a new building type — the "Single Person Home." These are studio and 1-bedroom units, each with their own bathroom and kitchen, and each with the elements normally found only in single family homes i.e. private outdoor spaces, front door access off communal open/garden space, and window exposure on three sides. For these "Single Person Homes" the Developer will provide 9 parking space for 31 units, thus bringing the unit cost down through reduced construction cost for parking. The site is adjacent to 2 bus lines and is projected that most people will either use mass transit, bike, or walk. Finally, through value engineering, additional cost savings will be realized. The Developer is also Architect, and Builder, thus efficiencies in fees and overhead costs are also realized.

## Cracking the Code

### "They Said it Couldn't Be Done"

There are two main zoning issues, which this project challenges. Firstly, the site is currently zoned L-2 and has stood vacant and in disrepair for many years because of its inappropriate zoning. As an L2 lot, all that can be built is 11 units of housing on 14,000 S.F. of land! Through working with the neighborhoods and the neighborhood planning process the Developer has convinced the CAAPIT Planners that NC zoning would

allow the lot to be developed to its maximum potential with no residential density limits. Thus, if the new zoning is approved, there could be 40 units of rental housing as well as 10 new neighborhood shops. There are many lots throughout Seattle with this potential if their rezoning and development is supported by their neighborhoods.

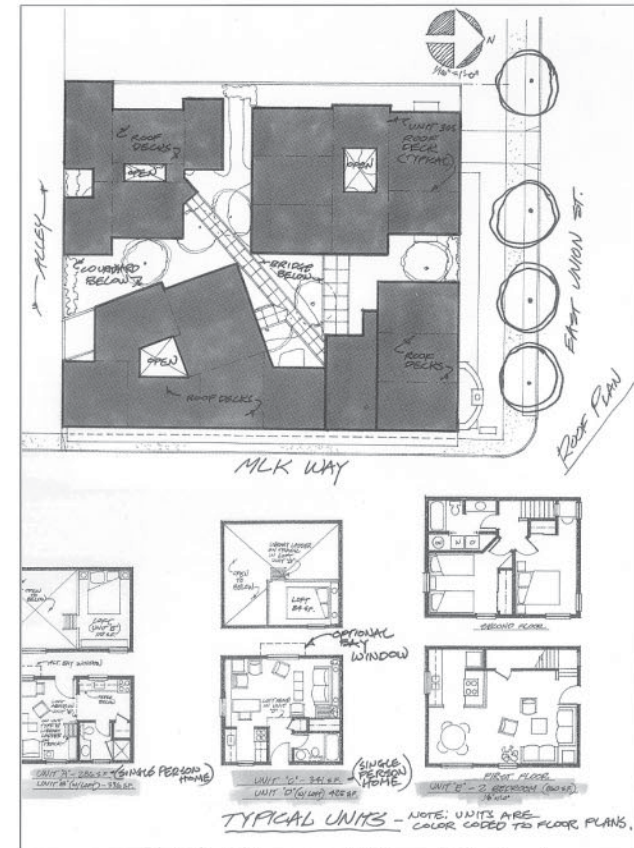
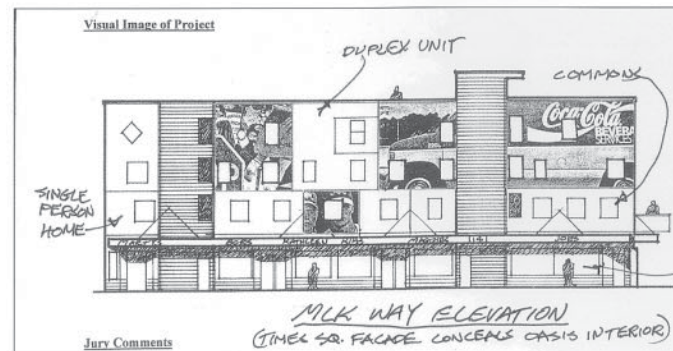
The second zoning issue challenged by this project is the creation of a new building type — the "Single Person Home." Under current zoning regulations, any residential unit regardless of its size requires a minimum of one parking space per unit. Only in congregate housing is this ratio of one to one reduced. In Congregate housing (many examples exist around the UW), only one parking space is required for every 4 "rooms" if the building meets certain other criteria. Firstly, the rooms or units must be clustered around a shared kitchen. Secondly, the rooms cannot have their own range or cooking appliance, although they may still have their own refrigerators, bathrooms, and micro-waves.

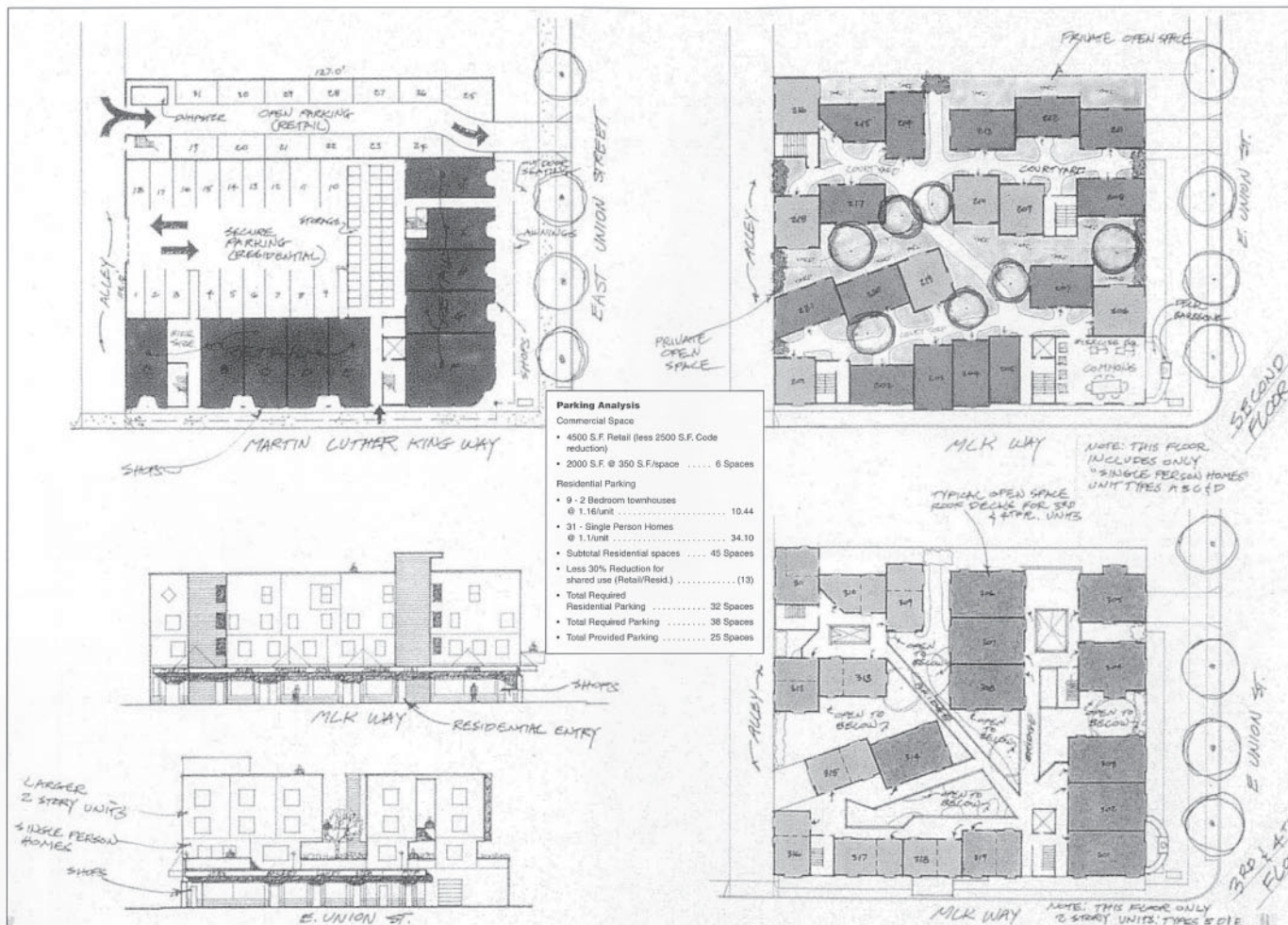
What the Developer is proposing, is that the 31 "Single Person Homes," each between 286-425 S.F., will feel like little houses, have their own kitchens, baths, and private patio/garden and not share a common kitchen. At the same time we propose that these homes have 9 parking spaces for 31 units — thus saving the cost of providing 22 additional parking spaces which will not be used. The savings in space will allow us to provide more units, and the savings in construction cost will be passed on to the renters.

## Neighborhood Acceptability/Consistency with Neighborhood Plan

The rezoning of this site was first proposed to the abutting neighborhood community councils about 8 months ago. The rezoning was supported by these communities with the provision that all levels above the first story be residential. Following the agreement with community concerns, the rezoning was included in the Central Area Plan. The proposed project and rezoning has been published

numerous times in neighborhood newsletters, and has been discussed at Community Council and CAAP-IT public meetings. A member of the Madrona Community Council is part of the Design Team and another Community Council member was selected to be the Neighborhood Representative. In reviewing the proposal for this rezoning, the Planning Consultants found it to be consistent with the Neighborhood Plan.





## Central District Mixed-use Building

### Concept Design:

Maggie Aspland, Owner's Rep.

Robert Foley, Landscape Design/Civil Engineering

Joe Hurley

Marty Liebowitz, Architect

Kim Pham, Architect

Kathleen Roark, Designer

Seattle, WA

### Owners:

Madrona Enterprises, Inc.  
d.b.a. The Madrona Company

### Neighborhood Representative:

John Capps

